

**Michigan's Strategic Highway Safety Plan
Drivers Age 24 and Younger Action Team
Short-term, Ongoing, and Additional Activities
Status and Accomplishments through September 30, 2014**

The Drivers Age 24 and Younger Action Team first met on May 1, 2013 to begin development of the team's action plan. The team met two additional times before finalizing the plan in the fall of 2013. Since that time, the team has met quarterly with the exception of one meeting that had to be cancelled due to a conflict with another traffic safety meeting. The team's action plan, meeting schedule, and meeting minutes are all up-to-date and published on the Governor's Traffic Safety Advisory Commission site at http://www.michigan.gov/msp/0,4643,7-123-64773_41646-145632--,00.html.

The Drivers Age 24 and Younger Action Plan was developed through the collaboration of the following organizations:

- AAA, The Auto Club Group
- Ionia County ISD
- League of Michigan Bicyclists
- Meridian Township Police Department
- Michigan Association of Chiefs of Police
- Michigan Association of Secondary School Principals
- Michigan Association of Student Councils/Michigan Association of Honor Societies
- Michigan Center for Truck Safety
- Michigan Department of Education
- Michigan Department of State
- Michigan Department of Transportation
- Michigan Driver and Traffic Safety Education Association
- Michigan Education Association
- Michigan Parent Teacher Association
- Michigan Sheriffs' Association
- Michigan State Police
- Office of Highway Safety Planning

Since the team's action plan was finalized in the fall of 2013, new participants below have been added to the action team:

- Ford Automotive Safety Office
- General Motors
- Munson Trauma Services, Injury Prevention Educator
- Michigan Department of Community Health
- Michigan State Police, Community Safety Trooper
- Michigan Teen Safe Driving Coalition, Leader
- Prosecuting Attorneys Association of Michigan, Traffic Safety Resource Prosecutor
- Strive for a Safer Drive Project Manager

The goals of the Michigan Drivers Age 24 and Younger Action Plan 2013-2016 are to:

Reduce traffic fatalities involving drivers age 24 and younger from 297 to 260 (3.2 percent per year) from 2013 to 2016.

Reduce incapacitating traffic injuries involving drivers age 24 and younger from 2,094 to 1,838 (3.2 percent per year) from 2013 to 2016.

In 2013, there were 257 traffic fatalities and 1,920 incapacitating traffic injuries involving drivers age 24 and younger.

Short-term Activities Status and Accomplishments

The short-term, on-going, and additional activities status or accomplishments documented hereafter are arranged by the strategies taken from *Michigan's Strategic Highway Safety Plan* (SHSP) for the Drivers Age 24 and Younger Action Team.

IMPLEMENT OR IMPROVE GRADUATED DRIVER LICENSING

Michigan's current graduated driver licensing (GDL) requirements are displayed in the table below along with the optimal requirements from *Moving Ahead for Progress in the 21st Century Act* (MAP-21).

	Michigan's GDL Requirements December 2013	Optimal GDL (MAP-21)
Level 1 license* (driving with parent/guardian)	Age 14 years and 9 months	Age 16
Level 1 holding period	Six months	Six months
Supervised driving time	50 hours, 10 of which must be at night	40+
Level 2 license (restricted and unsupervised driving)	Age 16 Must be 90-days crash and violation-free Six-month holding period	Age 17
Level 2 restrictions*: Night time Passenger	10 p.m. to 5 a.m. No more than one passenger under age 21	10 p.m. to 5 a.m. No more than one
Level 3 license (unrestricted and unsupervised driving)	Age 17 Must be 12 months crash and violation-free	Age 18

**Although not a GDL restriction, teen drivers with a Level 1 or Level 2 GDL are prohibited from using a mobile telephone.*

Per MAP-21 optimal GDL requirements noted above, Michigan meets requirements for a Level 1 holding period, is above supervised driving time requirements, and meets night time and passenger restrictions although there are exceptions allowed. According to the

MAP-21, Michigan could improve GDL by increasing the age for a Level 1 license from 14 years and 9 months to age 16, increasing the age for a Level 2 license from age 16 to age 17, and increasing the age for a Level 3 license from age 17 to age 18.

There are two short-term activities on the DA24Y action plan related to this strategy to implement or improve GDL.

Activity 1 (short-term): Review research surrounding beginning age to start driver's education and develop recommendations for changes to Michigan's law. Michigan is one of nine states allowing students younger than age 15 to start driver education. (2014)

Lead Agency: Michigan Department of State (MDOS)

Contact Name: Carol Reagan and Kirk Ferris

Status: The MDOS has held off on this activity because of an expectation that the *State of Michigan Technical Assessment of the Driver Education Program*, administered by the National Highway Traffic Safety Administration, completed April 28 – May 2, 2014 may have provided a recommendation in this regard. However, a related recommendation was not made. The MDOS will consider this activity in 2015.

Activity 2 (short-term): Consider explicitly requiring seat belt use in GDL which may have more influence on beginning drivers than the overall belt use law, especially where seat belt violations result in delayed graduation to the next GDL stage. Michigan law does not require back seat passengers age 16+ to wear a seat belt. (2014)

Lead Agency: Michigan State Police (MSP)

Contact Name: Dwayne Gill

Status: Discussions at action team meetings this year have led to a recommendation that the chairs of the Occupant Protection and Drivers Age 24 and Younger action teams meet along with MSP legislative liaison, Sgt. Gill, and MSP, OHSP and MDOT action team participants to discuss this activity and recommend next steps. A meeting was scheduled in October 2014. Due to Sgt. Gill's reassignment, the meeting was cancelled. Additional data needs to be compiled before another meeting is scheduled.

PUBLICIZE, ENFORCE, AND ADJUDICATE LAWS PERTAINING TO YOUNG DRIVERS

Activity 3 (ongoing): Continue to host www.Michigan.gov/teendriver, publish and distribute the *Michigan's Graduated Driver Licensing: A Guide for Parents; What Every Driver Must Know*; and *Your Probationary License* publications.

Lead Agency: MDOS

Contact Name: Traffic Safety Division and Driver Programs Division

Status: This continues to be an ongoing activity.

Activity 4 (ongoing): To encourage awareness and compliance with the new requirements for teenage drivers with a Level 1 and Level 2 license under the Graduated Driver Licensing (GDL)

program specific to Kelsey's Law, the Office of Highway Safety Planning (OHSP) launched the *Put your phone in park* campaign featuring billboards, public safety announcements, posters, and brochures.

Lead Agency: OHSP

Contact Name: Linda Fech

Status: OHSP has shipped out 6,659 Kelsey's Law *Put your phone in park* posters and 12,895 flyers since the new law went into effect in 2013.

Activity 5 (ongoing): The MDOS is encouraging awareness and compliance to Kelsey's Law via the MDOS Teen Driver Web pages at Michigan.gov/teendriver, notices sent to driver education providers, Michigan courts, law enforcement, and Secretary of State work areas; an article published in *SOS Express News*; and updates to MDOS publications. The MDOS is collaborating with OHSP on the *Put your phone in park* campaign.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Status: The MDOS continues to promote awareness of Kelsey's Law via the Internet and printed publications.

Activity 6 (ongoing): The MDOS will continue to monitor teen drivers as well as all new drivers on probation and respond accordingly (warning letter or driver reexamination) when traffic violation convictions are posted to the driving record.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Status: This continues to be an ongoing activity.

Activity 7 (additional): Bonnie Raffaele was chosen as the leader of the Michigan Teen Safe Driving Coalition, sponsored by the National Safety Council and the Allstate Foundation. Bonnie has dedicated the last four years to teen safe driving, specifically distracted driving. On January 24, 2010 Bonnie's daughter Kelsey was involved in an automobile crash, while using a cell phone that claimed her life. Since then, Bonnie has worked with state legislators, law enforcement, schools, etc. throughout the state to educate teens, parents, and the public about teen driving. She was able to advocate and pushed for what is now known as Kelsey's Law in Michigan. It prohibits any driver with a Level 1 or Level 2 graduated driver's license to use their phone while driving. The Michigan Teen Safe Driving Coalition was established in November 2013 and consists of organizations throughout the state that are dedicated to helping teens become safer drivers by using the proven principals of Michigan's Graduated Driver Licensing (GDL). Last year, coalition members presented information throughout Michigan to all types of organizations and schools. Members also set up a booth at the first distracted driving and health summit at the state capitol in Lansing and at county fairs. Bonnie was a presenter at the nation's largest highway safety conference, *LifeSavers*, in Nashville Tennessee. The coalition's goal this year is to address parents and make them aware of GDL and become a role model for their children when driving. To help achieve this goal, a mini-grant application was submitted by the coalition, and recipients will be announced mid-December 2014.

ASSIST PARENTS IN MANAGING THEIR TEENS' DRIVING

Activity 7 (short-term): Develop an obvious and user-friendly checklist that guides parents through GDL and driver education. Include cost and need to plan for driver education and how to choose a driver education program. (2013 - 2014)

Lead Agency: MDOS

Contact Name: Carol Reagan

Status: The Michigan Teen Safe Driving Coalition has submitted a mini-grant proposal to fund this activity. If approved, the grant period is from January 1 through June, 30 2015.

Activity 8 (short-term): Review current publications provided to parents of teen drivers and develop a plan to revise information with a view to making it more obvious and user-friendly, and develop and implement a communication plan to reach all parents and legal guardians. (2013 - 2014)

Lead Agency: MDOS

Contact Name: Carol Reagan

Accomplishments: In February 2014, the Michigan Department of State began publishing a brief monthly *Teen Driver Updates* newsletter targeting teen drivers and their parents. The newsletter is delivered via email through GovDelivery and text message. As of October 17, there were 2,259 subscribers. Click on link to sign up:

<https://public.govdelivery.com/accounts/MISOS/subscriber/new>. Social media is also being used for additional newsworthy items that are of interest to teen drivers and parents. In September 2014, the MDOS made revisions to the *Michigan's Graduated Driver Licensing: A Guide for Parents* that include a new introduction to the guide providing information on: teen risk factors for crashing, how GDL works to reduce teen driving risks, consequences for violating GDL, and how parents can leverage GDL.

Activity 9 (short-term): Update the parent orientation materials that have been provided to driver education providers in the past and announce and deliver the new materials to providers. (2013 - 2014)

Lead Agency: MDOS

Contact Name: Kirk Ferris

Lead Agency: MDTSEA

Contact Name: Christine Adams

Status: Drafts have been developed and are being finalized for a PowerPoint presentation that can be used for the orientation, invitation letter to parents for the orientation meeting, parent orientation attendance sheet, and an outline of what will be covered at the parent orientation.

Activity 10 (short-term): Develop and implement *The Parent's Supervised Driving Guide* for parents to use during the required 50 hours of supervised driving time. (2013)

Lead Agency: MDOS

Contact Name: Carol Reagan

Accomplishment: On December 3, 2013, the Michigan Department of State announced a new Michigan teen driver publication titled *The Parent's Supervised Driving Guide*. It was developed by Safe Roads Alliance, Inc. (SRA) a nonprofit traffic safety organization working with the Secretary of State's Office. Publishing costs are generously being underwritten by Ford Motor Company. It is a valuable tool to help parents and young drivers make the most of the minimum 50 hours of supervised driving time they are required to have to ensure they have significant experience behind the wheel. It is designed to improve teen driver safety by providing parents and guardians with a methodical approach to coaching their teens on the driving skills they learned during Segment 1. Each lesson concentrates on a particular skill. It is intended to supplement, not replace, teen driver education that is delivered through Michigan driver education providers. One copy is being provided to the parent or legal guardian of every teen driver being issued a Graduated Level 1 Learner's License in a SOS branch office. PDF and eReader versions of the guide are available for families that would like to have more than one copy or who have a teen that already has a Level 1 license or higher. For more information, visit http://www.michigan.gov/sos/0,4670,7-127-1627_60169_60173_60212-317411--,00.html

Activity 11 (short-term): Promote a mobile phone application for parents/teens to log supervised driving hours. (2013)

Lead Agency: MDOS

Contact Name: Carol Reagan

Accomplishment: Along with *The Parent's Supervised Driving Guide* the RoadReady™ mobile app is also being promoted by the Michigan Department of State and Michigan driver education providers as a new resource that parents may download through the Apple App Store to track the driving time they have completed. For more information, visit <http://www.roadreadyapp.com/>. An application is currently being developed for Android users.

Activity 12 (short-term): Collaborate with organizations to promote the idea of helping teens complete driver education and GDL, such as providing assistance with the required supervised driving time when their parents/legal guardians are not able to do so. (2013 - 2014)

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Accomplishment: In January, 2014, Secretary of State Ruth Johnson partnered with Big Brothers Big Sisters (BBBS) of Michigan to promote graduated driver licensing and mentoring teens to complete the minimum of 50 hours behind the wheel. Since January, more than 60 scholarships have been awarded across the state to include Lansing, Benton Harbor, Grand Rapids, Traverse City, Ann Arbor, Howell, and Detroit. The collaboration with BBBS proved successful and media reports aid in bringing awareness to Michigan residents of the need to help teens complete driver education. As part of the SOS-101 presentations (a separate non-related initiative), more than 1,000 Michigan residents have heard of the BBBS and SOS partnership and the need for mentoring. The Director of Community Affairs for Secretary Johnson is working on additional partnerships and expanding the BBBS scholarships for 2015.

Activity 13 (short-term): Develop and promote a list of electronic monitoring devices parents can use. These devices are often interactive for teens, alerting them to speed, braking, and acceleration issues. (2013 - 2014)

Lead Agencies: DA24Y Action Team

Contact Name: Action Team Chair, Carol Reagan

Status: A draft list has been developed and the action team plans to finalize and promote it in 2015.

Activity 14 (ongoing): Continue to host Michigan.gov/teendrivers, publish and distribute the *Michigan's Graduated Driver Licensing: A Guide for Parents*.

Lead Agency: MDOS

Contact Name: Driver Programs Division and Traffic Safety Division

Status: This continues to be an ongoing activity.

Activity 15 (ongoing): Continue to host www.TeenDriving.AAA.com.

Lead Agency: American Automobile Association (AAA)

Contact Name: TrafficSafety@ACG.AAA.com

Status: This continues to be an ongoing activity.

Activity 16 (ongoing): The Michigan Sheriffs' Association (MSA) will continue the S.T.O.P.P.E.D. (*Sheriffs' Telling Our Parents and Promoting Educated Drivers*) program that is running in all 83 Michigan counties. The initiative is a voluntary notification system connecting law enforcement with parents when a teen driver is stopped for a traffic violation. Any officer (city, township, or state) who stops a car with a sticker may notify MSA and they will send the parents a letter with the chief's or post commander's contact information. The program is free to parents, and every SOS branch office is providing brochures about the program to parents.

Lead Agency: Michigan Sheriffs' Association

Contact Name: Terrence L. Jungel

Status: This continues to be an ongoing activity.

Activity 17 (ongoing): The Michigan Department of State will continue to send notifications to parents when their teens violate GDL restrictions.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Status: This continues to be an ongoing activity.

Activity 18 (ongoing): Promote the *Checkpoints* program developed at the National Institute of Child Health and Human Development intended to help parents manage the early stages of teen driving, especially under high-risk conditions. A centerpiece of the *Checkpoints* program is the online, interactive Parent-Teen Driving Agreement. It is designed to help parents and teens to

negotiate an agreement on limits related to driving at night, with passengers, on high-speed roads, and in inclement weather.

Lead Agencies: DA24Y Action Team

Contact Name: Action Team Chair, Carol Reagan

Status: This continues to be an ongoing activity.

IMPROVE YOUNG DRIVER TRAINING

Activity 19 (short-term): Conduct a National Highway Traffic Safety Administration (NHTSA) driver education assessment to identify Michigan driver education strengths and areas for improvement by comparing Michigan's program to national standards. Determine the effectiveness of driver education content, including sharing the road content, and the number of classroom and behind the wheel hours. (2013 - 2014)

Lead Agency: MDOS

Contact Name: Kirk Ferris

Accomplishment: The *State of Michigan Technical Assessment of the Driver Education Program* facilitated by the National Highway Traffic Safety Administration was completed April 28 - May 2, 2014 by a six member team assembled by NHTSA. There were 30 presenters including law enforcement, parents, teens, MDTSEA, driver education providers and instructors, third party testers, MDOS staff, etc. Seven priority recommendations were made to the MDOS who has held a stakeholder meeting announcing the recommendations and encouraged input and involvement. The MDOS has established internal workgroups to develop implementation proposals for those that are being pursued at this time. The seven priority recommendations are:

1. Establish an advisory board of stakeholders that has input on the implementation, monitoring, evaluation and enforcement of the Michigan driver education program with membership from the principle associations and providers from different regions of the state.
2. Develop a process to incrementally increase the hours of instruction to align with the National Standards.
3. Initiate a review of program data so the student enrollment, driver licensing, traffic convictions, crashes, suspensions and other data can be tied together showing the overall data story of the driver education program.
4. Require parent(s) to attend a parent seminar, a pre-course session, or the initial session of the driver education program.
5. Require parents to document the 50 hours of supervised driving practice.
6. Provide feedback to the parents on their teen's in-car driving skills using a proficiency-based grading system to measure student achievement.
7. Reduce the time period that printed knowledge tests are valid and utilized from one-year to a shorter period to increase the security of the tests and effectiveness of the item pool.

Activity 20 (short-term): Gather necessary data, assess the effectiveness of Michigan's present driver education program, and see what improvements can be made over the next few years as it pertains to the incorporation of new technology. (2014)

Lead Agency: MDTSEA, Future of Driver Education Ad-hoc Committee

Contact Name: Christine Adams

Status: A draft study has been developed for a pilot Segment 2 program that includes traditional classroom setting and new on-line training.

Activity 21 (short-term): The MDOS is exploring potential new education programs for teens and/or parents of teen drivers; first time drivers age 18 and older; and continuing education for all drivers. (2013 - 2018)

Lead Agency: MDOS

Contact Name: Kirk Ferris

Status: In July 2013, the Michigan Department of State formed an internal Driver Education Initiatives Workgroup (DEIW) being led by Kirk Ferris, Director of the Driver Programs Division. The aim of the group is to reduce the percentage of traffic crashes, injuries, and fatalities for target driver populations. Between 2013 and 2018 the group will develop new and/or enhance current educational programs for teens and/or parents of teen drivers, first time drivers age 18 and older, and continuing education for all drivers. A number of activities that have been identified by the DEIW are also included in the short-term activities on the DA24Y action plan such as the NHTSA Driver Education Assessment, *The Parent's Supervised Driving Guide*, and to review current publications provided to parents of teen drivers. Current other activities of the group include gathering data and reviewing research on drivers that do not take formal driver education and developing and implementing branch office staff speaking points when issuing graduated driver's licenses. The DEIW meetings were suspended while the MDOS was preparing for the driver education assessment. Currently, the workgroup is focused on the recommendations made by the *State of Michigan Technical Assessment of the Driver Education Program*.

Activity 22 (ongoing): The MDOS is responsible for prescribing Michigan's driver education curriculum. The current prescribed curriculum is based on national standards from the American Driver and Traffic Safety Education Association (ADTSEA). It is based on the current national *ADTSEA 3.0 Curriculum* and was updated in 2013, five years after the *ADTSEA 2.0 Curriculum* was prescribed. As ADTSEA updates its national curriculum, the MDOS will update its prescribed curriculum to reflect changes and enhancements.

Lead Agency: MDOS

Contact Name: Driver Programs Division

Status: This continues to be an ongoing activity.

Activity 23 (ongoing): The Michigan Department of State continues to monitor driver education providers and instructors; monitor instructor preparation courses; and expand and improve professional development options for instructors. Driver education instructors in Michigan are

required to complete an approved professional development activity every two years as part of their certification renewal process.

Lead Agencies: MDOS

Contact Name: Driver Programs Division

Status: This continues to be an ongoing activity.

Activity 24 (ongoing): The MSP will continue to provide the *Teenage Defensive Driving Course*. This is an eight-hour program for teens with a GDL Level 2 license. The areas covered in the class are reinforced during practical exercises are defensive driving, skid control, serpentine control, controlled braking, evasive maneuvering, confined area maneuvering, and off road recovery (emergency). The curriculum includes seven hours of hands-on training and one hour of classroom instruction. MSP patrol vehicles will be provided for all driving exercises.

Lead Agency: MSP

Contact Name: Precision Driving Unit

Status: The *Teenage Defensive Driving Course* was held during a two week period in July 2014. The course is a one day, eight hour program which includes seven hours of hands-on training and one hour of classroom instruction. This included ten course days with 15 students each day, for a total of approximately 150 teens attending. In order to reduce the 300 student waiting list, the MSP Precision Driving Unit received a NHTSA grant through OHSP and four additional course dates were added to the fall training schedule. An additional 48 students went through the course. To further reduce the waiting list, utilizing the same grant, four more course dates will be added in the spring of 2015.

EMPLOY SCHOOL-BASED STRATEGIES

Activity 25 (ongoing): Continue the *Strive for a Safer Drive (S4SD)* program, which is a high school-based safe-driving initiative led by teens for teens. The program is sponsored by AAA, the Ford Motor Company Fund, and OHSP. For 2014, up to 50 Michigan schools within the top 20 counties for teen traffic fatalities and serious injuries are eligible to participate. Students develop a traffic safety campaign and compete against other schools. Campaigns can focus on distracted driving, seat belts, impaired driving, speeding, and winter driving. Participating schools attend a *Ford Driving Skills for Life Ride and Drive* in the spring.

Lead Agency: OHSP

Contact Name: Linda Fech

Status: For the 2013-2014 school year, 43 high schools participated in the *Strive for a Safer Drive (S4SD)* peer-to-peer program. Teams at each high school developed and implemented a student-led, traffic safety awareness campaign. Topics included distracted driving, impaired driving, speeding, winter driving, and seat belts. It is estimated that S4SD campaigns reached approximately 43,000 students, faculty, and parents. The program concluded with two days of hands-on driving events at the Ford Dearborn Development Center. Nearly 350 teens from 24 high schools had the opportunity to get behind the wheel of a car with a professional driver providing advanced instruction at the *Ford Ride and Drive*. The 2014-2015 school year is just getting underway with 38 high schools from 17 counties working on traffic safety campaigns.

Activity 26 (additional): Although not part of the current action plan, the *ThinkFast Interactive* program was held at 15 high schools across the state, including the Upper Peninsula from March through May 2014. The program was sponsored by Nissan North America and involved a one hour highly interactive and visually stimulating event with traffic safety messages interspersed throughout. A sample video of the program can be viewed at http://www.youtube.com/watch?v=IEFB_1Y3FWA. Nissan North American recently announced they will once again sponsor 15 events to be held at southeast Michigan high schools during the 2014-2015 school year.

Activity 27 (additional): Michigan State University Extension and Munson Trauma Services, Injury Prevention Program along with partners from MSP and the local sheriff's offices have offered a program in Grand Traverse, Benzie and Leelanau counties since 2010 called *3D* (Diminish Distracted Driving and Driver Behaviors). Support is also provided to programs in Antrim, Kalkaska and Charlevoix counties. The program includes a PowerPoint and afterward groups are engaged in several hands-on activities such as a driving simulator, mock field sobriety tests utilizing fatal vision goggles, multi-tasking activity, and a speed/stopping distance demonstration. The program is most often held at high schools but recently has been held at places of work. Due to some unfortunate teen driver related tragedies in this area near the end of summer, they have been very busy in the high schools this fall. At one Leelanau school a pilot is being done with a Student Safety Council that has chosen to focus their efforts on teen driving this year.

PROVIDE RECOMMENDATIONS RELATED TO YOUNG DRIVER SAFETY LEGISLATION

Activity 28 (short-term): Pursue changes to Michigan's seat belt use law explicitly requiring seat belt use in GDL which may have more influence on beginning drivers than the overall belt use law, especially where seat belt violations result in delayed graduation to the next GDL stage. Michigan law does not require back seat passengers age 16+ to wear a seat belt. (2014)

Lead Agency: MSP

Contact Name: Legislative Liaison

Status: This effort is under consideration, but it has not been determined that it will be pursued.